

IN THE SPECIFICATION:

Page 1, line 11 to page 2, line 2, replace the paragraph with the following amended paragraph.

Methods of the aforementioned type are known in the art and they are primarily (but not exclusively) used in the motor vehicle industry to be able to perform realistic tests of the internal combustion engine prior to its installation into the vehicle. The design of a corresponding test bench is diagrammatically illustrated in Fig. 1. The internal combustion engine 1 is connected on the drive-side to a dynamometric brake 2 and is provided with a device 3 controlling the same, generally called an ECU (engine control unit). In addition, there is a test bench computer 5 connected, which has its own control systems 6 to control the corresponding actuators on the internal combustion engine and to control the operating point of the dynamometric brake 2, whereby the computer acquires or computes the most important operating variables of the internal combustion engine 1 from the corresponding measuring units. The individual control systems 6 of the test bench computer 5 are in the rule set up as secondary control units which keep the output of a given actuator equal to the value of a corresponding set point. Set points are mostly determined by the user, e.g., in the form of a default of RPM (n) and torque (M) or pedal valuator position (α); however, they can be pre-stored or calculated by another program. Furthermore, such a test bench can also include a transmission 4 and/or a clutch 7.